

City of Benares  
sailed 14/5/40  
Goughs.

1  
2  
RETAIN

BARCLAY CIRLES NO 656.

- PROFILE & DECKS - ✓

"City of Benares"

GLASGOW REPORT No. 57455

"City of Benares"

GLASGOW REPORT No. 57511

W369-0122

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Foundation

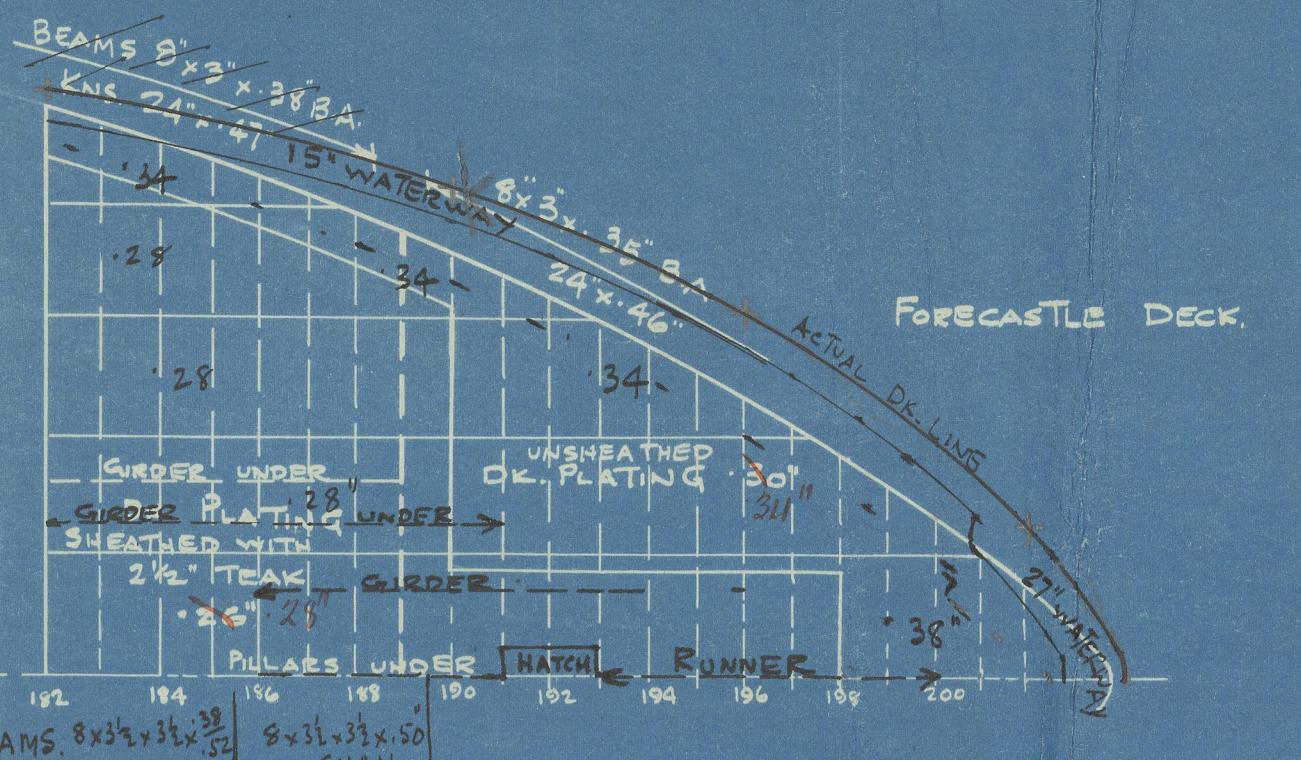
NO 656  
PROFILE & DECKS.

SCALE :-  $\frac{1}{8}$ " = 1 FOOT. Rule 46

MOULDED DIMENSIONS :- 473'-0" x 62'-4" x 43'-3 $\frac{1}{16}$ " TO SHELTER DECK,  
TO CLASS LLoyds 100 A.I. WITH FREEBOARD CORRESPONDING  
TO A SUMMER MOULDED DRAFT OF 32'-6"

TO A SUMMER MOULDED DRAFT OF 28'-4".

PLAN NO. A.16.



3A/

Messrs. Barclay, Curle & Co. Ltd.

Yard No 656.

Profile & Main Deck at After End.

"City of Benares" ✓

GLASGOW REPORT No. 57571

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—N° 656.—

—PROFILE & MAIN DECK AT AFTER END.—

Scale:  $\frac{1}{8}$  = 1 Foot.

Streeter

62

**RETAIN**

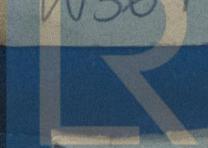
Messrs. Barclay, Curle & Co. Ltd.

Yd. N<sup>o</sup> 656

Midship Extension  
"City of Benares"  
GLASGOW REPORT No. 57571

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W369-09262020



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No 656.

# MIDSHIP SECTION.

Run Length 466.6' *Upper*  
Moulded Dimensions :- 470'-0" x 62'-0" x 43'-3 $\frac{1}{2}$ " to shelter deck  
(47'-3" at lowest point of super)

SCALE :-  $\frac{1}{2}$ " = 1 FOOT.

CLASS 100 AI WITH FREEBOARD CORRESPONDING TO A  
SUMMER MOULDED DRAFT OF 28'-4"

ALL SECTIONS SHEWN ARE NEW BRITISH STANDARD SECTIONS

## FRAME SPACING.

24" IN PEAKS - 27" FORD. OF  $\frac{3}{5}$ L. FORD. TO COLLISION BULK

30" APART ELSEWHERE. RULE SPACING ~~33 5/8~~ 11/12"  
BEAMS AT EVERY FRAME.

ITEM	END LAPS		EDGE LAPS	
	1/2 L	AT ENDS	1/2 L	AT ENDS
KEEL	4	4	2	2
SHELL STRAKES "B" TO "F"	4	3	2	2
SHELL STRAKES "G" TO "L"	3	3	2	2
SHEERSTRAKE "N"	4	3 X	2	2
STRAKE BELOW SHEERSTRAKE "M"	4	3	2	2
GENTRE GIRDERS	3	3	-	-
TANK TOP CR. STRAKE	3	2 X	2	1 X
TANK TOP PLATING	3	2	2	1 X
MARGIN PLATE	3	3	2	2
MAIN DECK STRINGER	2	2	1	1
MAIN DECK PLATING	1	1	1	1
UPPER DECK STRINGER	3	2	1	1
UPPER DECK PLATING	2	1	1	1
SHELTER DECK STRINGER	4 X	3	2 X	1
SHELTER DECK PLATING	3 X	2 X	1	1

RIVETING SIDE FRAMING

DOUBLE BOTT.

ITEM	1/2 LENGTH AMIDSHIPS				AT ENDS				REMARKS
	RULE	AS FITTED	BOILER ROOM RULE	BOILER ROOM AS FITTED	RULE	AS FITTED	FORD. OF 3/5L FORD. RULE	AS FITTED	
SIDERS	46 1/2 x .58		.64		50		.50		
" BOTTOM ANGLES	5" x 5" x .58		.68" IF NO CEMENT.		54		.54		DOUBLE ALL FORE & AFT.
" TOP ANGLES	3 1/2" x 3 1/2" x .52		.62	In ledger.	48		.48		DOUBLE ALL FORE & AFT.
" VERT ANGLES	3 1/2" x 3 1/2" x (49)	.48	(59) .58		(49) 48		.50		SINGLE { DOUBLE UNDER BOILER BEARERS AND IN WAY OF MACHINERY SPACE & THRUST RECESS
DEERS	, (41) .40		.53		(41) .40		.42		.45 IN ENGINE ROOM
" BOTTOM ANGLES	3 1/2" x 3 1/2" x (49)	.48	58 (59) IF NO CEMENT.		(49) .48		.50		
" TOP ANGLES	3" x 3" x (49)	.48	(59) .58		(49) .48		.50		3 1/2" WIDE 1/8" RIVET DOUBLE UNDER MACHINERY SEATS & THRUST BLOCK
" VERT ANGLES	3" x 3" x (43)	.42	(53) .52		(43) .42		.44		
FRAMES	(45) .44		.53		(45) .44		.46		SOLID FLOORS ON EVERY FRAME IN WAY OF DEEP TANKS, IN WAY OF BOILER ROOMS, UNDER THRUST BLOCK, & FORD. OF 3/5L FORD. EL.
EN. FRAMES	3 1/2" x 3 1/2" x (49)	.48	58 (59) IF NO CEMENT.		(49) .48	3 1/2" x 3 1/2" x .50 DBLE.			
ARGIN	3 1/2" x 3 1/2" x (49)	.48	(59) .58		(49) .48		.50		3 1/2" x 3 1/2" x (49) DBLE. FROM 1/2 - FORD. TO 3/5L FORD. DOUBLE UNDER MACHINERY SEATS IN WAY OF THRUST & UNDER BOILER BEARERS.
" SHELL BAR	3 1/2" x 3 1/2" x .58	.58	.61 .62		.52 .58		.52 .58		
" VERT LUGS OUTSIDE	6" x 6" x (49)	.48	(59) .58		(49) .48		.50		SEE ALSO "PANTING ARRANGEMENT".
" VERT LUGS INSIDE	6" x 3 1/2" x (49)	.48	(59) .58		(49) .48		.50		SEE ALSO "PANTING ARRANGEMENT"
SOCKETS	.46"		.56		.46		.47		FLANGED 3 1/2" ON FACE.
CR. STRAKE	72" x .56"		.61		.47		.48		AT LEAST EQUAL IN THICKNESS TO 57 IN ENGINE ROOM TANK TOP PLATING UNDER HATCHES.
P PLATING	(49) .48		.61		(43) .42		.44		.57 IN ENGINE ROOM. + .08 UNDER HATCHES.

STIFFENERS SPACED 30" APART.

SPACING OF RIVETS IN DOUBLE BOTTOM

FRAMES - RIVETS IN BOTH FLANGES SPACED 7 DIARS APART CR. TO CR.

FRAMES FORD. OF  $\frac{1}{2}$ L. FORD. RIVETS IN BOTH FLANGES SPACED  $5\frac{1}{2}$  DIARS APART CR. TO CR.

REVERSE FRAMES - RIVETS IN BOTH FLANGES SPACED 7 DIARS APART CR. TO CR.

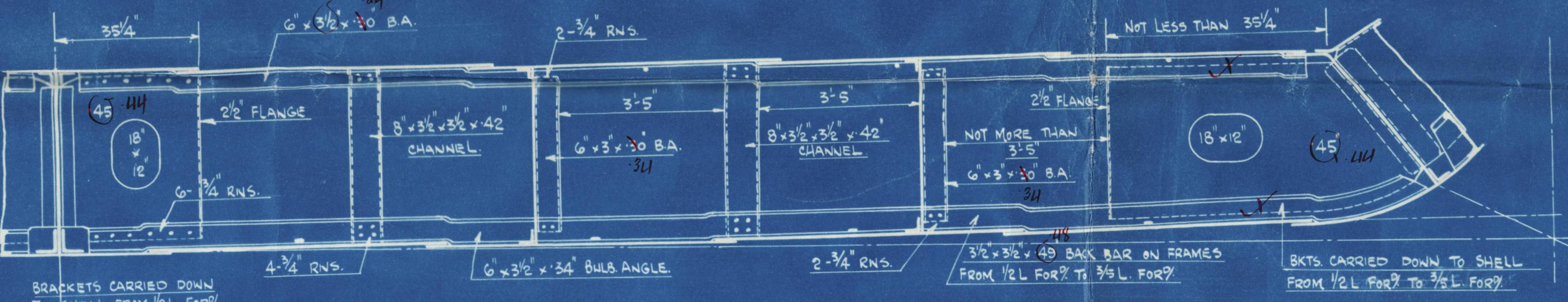
CR. GIRDER BOTTOM BARS - RIVETS IN BOTH FLANGES SPACED 5 DIARS APART CR. TO CR. AND TO SURVEYORS SATISFACTION

CR. GIRDER TOP BARS - RIVETS IN BOTH FLANGES SPACED 7 DIARS APART CR. TO CR. EXCEPT WHERE W.T.

CR. GIRDER VERTICAL ANGLES - RIVETS IN BOTH FLANGES SPACED 5 DIARS APART CR. TO CR.

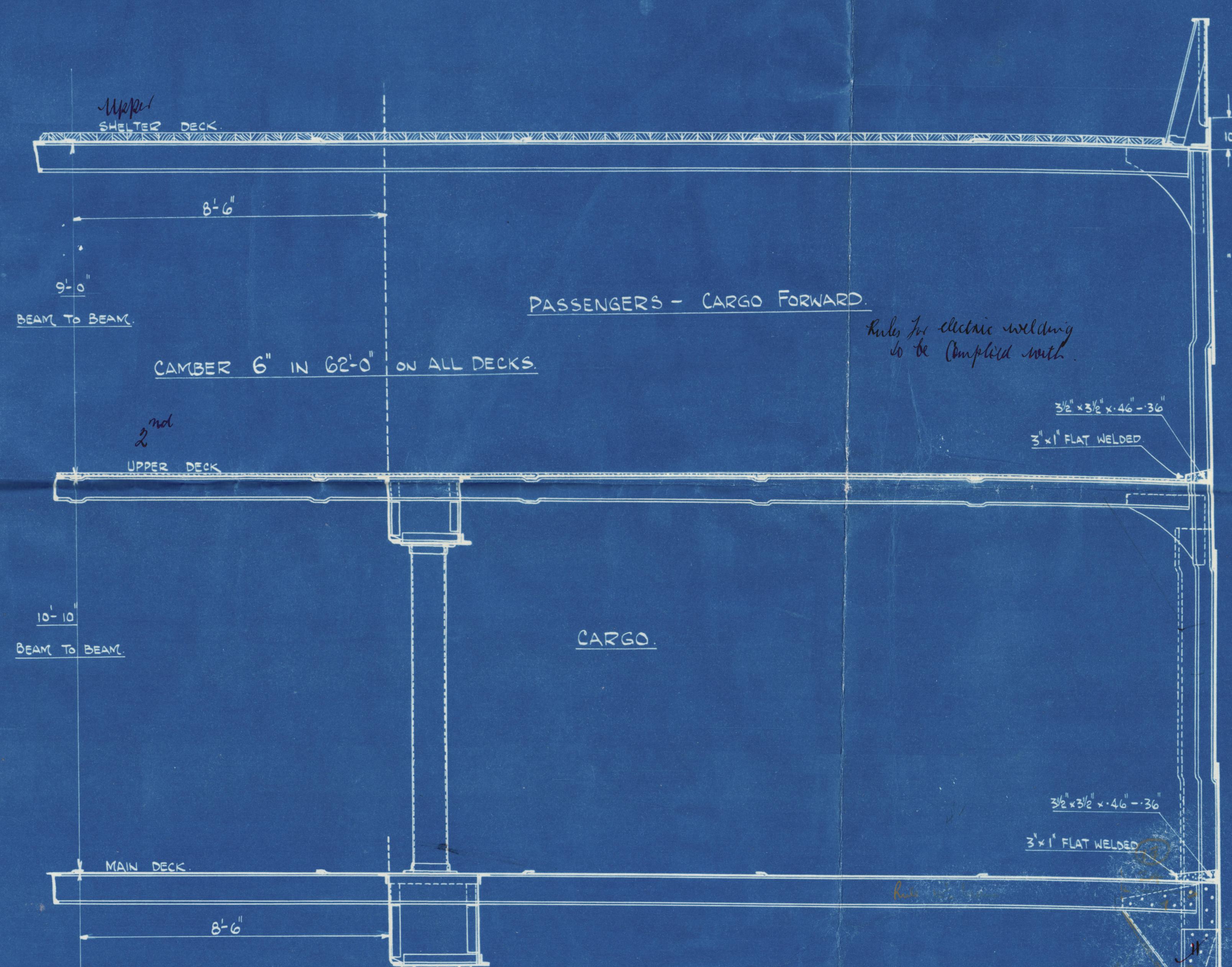
SIDE GIRDER VERTICAL ANGLES - RIVETS IN BOTH FLANGES SPACED 7 DIARS APART CR. TO CR.

TANK MARGIN SHELL BAR - RIVETS IN BOTH FLANGES SPACED  $4\frac{1}{2}$  DIARS APART CR. TO CR.



BRACKET FLOORS ON ALTERNATE FRAMES CLEAR OF  
DEEP TANKS, MACHINERY SPACE, THRUST SEATING, BOILER ROOM,  
AND OF FORD% OF 3/5L FORD%

FORECASTLE SIDE PLATING 44" 42"  
EDGE LAPS IR - END LAPS IR.

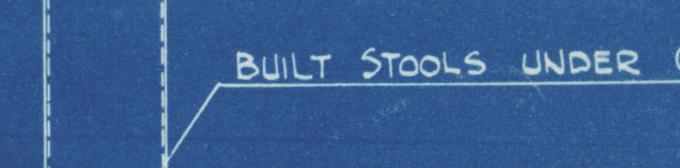


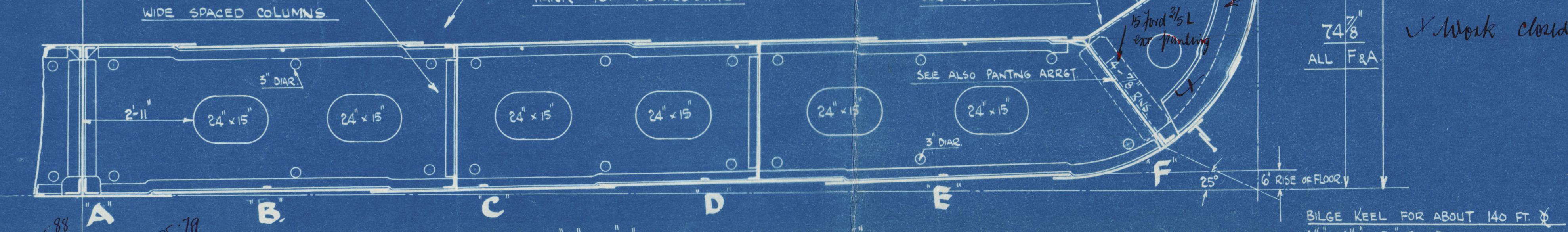
# PILLARS & GIRDERS

CARGO

## THE REQUIREMENTS OF SECTION 20 OF THE RULES TO BE COMPLIED WITH

NO MANHOLES IN FLOORS  
AND SIDE GIRDERS UNDER





BOTTOM SHELL STRAKES "B" TO "F" = .66 FOR 1/2L FOR% TO .50" AT ENDS  
+ .03 FORWARD OF 3/5L FOR% AND IN PEAKS.  
STRAKES "B", "C" & "D" .73 FROM 1/2L FOR% TO 3/5L FOR% & .76 FROM 3/5L FOR% TO  
RULE POSITION OF COLLISION BULKHEAD.

APPROVED  
LLOYD'S REGISTER OF SHIPPING  
*H. Dickerson*

Y

Miss. Barley & Co Ltd

**RETAIN**

656  
10/10/10

Yard No 656

Amended Midship Section

"City of Benares"  
GLASGOW REPORT No. 57455

"City of Benares"  
GLASGOW REPORT No. 57571

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Barclay Curle, Co La

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"City of Benares"

Midships Section

(As built)

GLASGOW REPORT No. 57571

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London Register  
Foundation



Cammell Laird & Co's  
Engines 2193

Arrangement of Gear Wheel,  
Pinions & Rotors

S. S. "City of Benares"

LIVERPOOL

Report No. 107460

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Barclay Curle & Co

6(656)

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Plan of boilers ✓  
City of Benares

GLASGOW REPORT No 57571

7

W369-0120

Barclay Curle &  
Boilers No 6 56.  
City of Benares



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TEST PRESSURE 462½ lbs. per square

S. ENGINES N° 656.  
MAIN BOILERS.

INT: DIA: x 12'-6" MEAN LENGTH, TO PASS BOARD OF TRADE &  
S REQUIREMENTS & TESTS FOR A WORKING PRESSURE OF 275 LBS/IN<sup>2</sup>

SCALES:- 1" & 1/2" = 1 Foo

L E N D R A W I N G N o 31

MATERIAL FOR	OF	TENSILE STRENGTH.
SHELL STRAPS.	STEEL	34 TO 38 TONS PER D"
FURNACES, COMBUSTION CHAMBERS.	"	26 " 30 "
MANHOLE RING, END PLATES.	"	26 " 30 "
MAIN STAYS, GIRDERS.	"	28 " 32 "
COMBUSTION CHAMBER STAYS.	"	26 " 30 "
RIVET BARS.	"	26 " 30 "

HEATING SURFACE OF TUBES	2590
" " " FURNACES, ETC	550
TOTAL	3140 - 5 - 15700 sq ft

GRATE AREA 5' 0". BARS 65.6 SQ. FT. x 5 = 328 SQ. FT.